

# The Hongkong Telegraph.

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THURSDAY, SEPTEMBER 21, 1905.

四月二十一日英語

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## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$10,000,000  
Sterling Reserve.....\$10,000,000  
Silver Reserve.....\$5,000,000  
RESERVE FUND OF PROFIT.....\$10,000,000

COURT OF DIRECTORS:

H. A. W. SLADE, Esq., Chairman.  
A. HAUPT, Esq., Deputy Chairman.  
Hon. C. W. Dickson  
E. Goss, Esq.  
G. H. Modquist, Esq.  
A. J. Raymond, Esq.  
F. Salinger, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED  
On Current Account at the rate of 2 per Cent  
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per Cent per Annum.  
For 6 months, 3 per Cent per Annum.  
For 12 months, 4 per Cent per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 19th August, 1905. [21]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER

CENT per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION;

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [22]

### DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....\$1, Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow Peking

Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warsschauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Sohne

Frankfurt a. M.

Norddeutsche Bank in Hamburg, Hamburg

Sal. Oppenheim Jr. & Co., Cologne

Bayerische Hypotheken und Wechselbank

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS

THE UNION OF LONDON AND SMITH'S BANK

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,

Sub-Manager.

Hongkong, 9th September, 1905. [23]

## Intimations.

### JAPAN

### COALS.

## THE MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE—1, SUWA-CHO, TOKYO.  
LONDON BRANCH—14, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE-HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Szeem, Chemdipo, Yekahama, Yokosuka, Nagoya, Osaka, Kobe, Madura, Kura, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotan, Sasebo, Mikasa, Hakodate, Taipei, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals, and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines, and SOLE AGENTS for Fujinotana, Hokuto, Hondo, Ichimura, Kanada, Mameda, Manoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshitani, Yoshi, Yonimihara and other Coals.

S. MINAMI, Manager, Hongkong.

WHEN YOU SEND YOUR "BOY" FOR

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,  
GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 20th September, 1905. [24]

"COLD STORAGE."

THE HONGKONG ICE COMPANY, LTD., have now 10,000 Cubic feet of COLD STORAGE available at EAST POINT. Stones will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

W. M. PARLANE,

Manager.

Hongkong, 2nd June, 1905. [25]

### GREEN ISLAND CEMENT COMPANY, LIMITED.

### PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.  
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWW TOMES & CO.

General Managers.

Hongkong, 7th March, 1905. [26]

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	{ CHUSAN.....{ About 21st H. W. Kenrick, R.M.R.;	{ Freight and September	
LONDON, &c.	{ SIMLA.....{ Sept. 23rd; C. D. Goldsmith, R.M.R.	{ See Special Noon.	{ Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, CO-	{ Ceylon.....{ About 26th C. F. Lockstone, R.M.R.	{ Freight and September	
LOMBO and PORT SAID	{ MOJI and KOBE.....{ About 30th H. S. Bindshaw	{ Freight and September	
VOKOHAMAVIA SHANGHAI	{ SUNDA.....{ About 30th Passing through the Island Sea.	{ Freight and September	
HONGKONG	{ TIENTSIN.....{ About 2nd C. W. Burleigh	{ Freight only.	
BOMBAY	{ BOMBAY, ex Mail a. Nubia.		
TIENTSIN			
PEKING			
KOREA			
LONDON			

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 21st September, 1905. [27]

## Intimations.

### LANE, CRAWFORD & CO.

#### HAVE NOW REMOVED

TO THEIR

#### NEW STORE

IN

#### CHATER ROAD

AND

#### ICE HOUSE STREET

ENTRANCE IN

#### ICE HOUSE STREET.

### LANE, CRAWFORD & CO.

Hongkong, 4th September, 1905. [28]

## AQUARIUS

SPARKLING MINERAL TABLE WATER Qts., Pts., & Splits.

SILENT WATER Qt.

STONE GINGER BEER.

GINGERALE.

LEMONADE.

TONIC WATER.

PURE TRIPLE DISTILLED WATER ONLY is used in the Manufacture of these Beverages, and by this means ABSOLUTE PURITY IS GUARANTEED.



Telephone  
No. 75.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SECOND ORDINARY YEARLY MEETING of the SHAREHOLDERS of the above Company will be held at the Company's Office, on SATURDAY, the 23rd September, at Noon, for the purpose of receiving the Report of the General Manager together with a Statement of Accounts for the year 1904 and for the half-year ending 30th June, 1905, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 9th October to the 10th October, both days inclusive.

By Order of the Board,

W. J. SAUNDERS,

Secretary.

Hongkong, 14th September, 1905. [29]

S. JOHN AMBULANCE ASSOCIATION.

IT is proposed shortly to hold Two Courses

of LECTURES for LADIES, one in

First Aid to the Injured, the other in Home

Nursing, in connection with the above Association.

On passing the examination, which will

be held at the end of the first Course, Ladies

who already hold the Association's First Aid

and Nursing Certificates will be entitled to a

Medallion. Ladies who wish to sit for these

Courses should send in their names to the

Hon. Secretary (Rev. F. T. JOHNSON), at

St. John's Cathedral; before September 20th.

Hongkong, 19th September, 1905. [30]

MUSIC LESSONS.

LESSONS in VIOLIN, GUITAR, MAN-

DOLINE, and in MUSIC, by a Teacher

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," .....	2,363 tons .....	Captain H. D. Jones.
"POWAN," .....	3,318 .....	G. F. Morrison, R.M.R.
"FATSHAN," .....	2,260 .....	R. D. Thomas.
"HANKOW," .....	3,573 .....	C. V. Lloyd.
"KINSHAN," .....	1,995 .....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....	1,998 tons .....	Captain W. E. Clarke.
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Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....	219 tons .....	Captain T. Hamlin.
------------------------	----------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.,  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION  
COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," .....	588 tons .....	Captain W. A. Valentine.
----------------------	----------------	--------------------------

"NANNING," .....	509 .....	C. Butchart.
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One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samsui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.

Canton to Tak Hing Single \$12.50. Return \$21.00.

Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWINEY,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANTUNG, NAGASAKI, KOBE, YOKOHAMA & VICTORIA 6-2  
SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPEROR OF CHINA," 6,000...	R. Archibald, R.N.R.	Wednesday, 18th Oct.	
"ATHENIAN," 2,440...	S. Robinson, R.M.R.	Wednesday, 1st Nov.	
"EMPEROR OF INDIA," 6,000...	E. Beetham, R.N.R.	Wednesday, 15th Nov.	
"TARTAR," 4,425...	W. Davison, R.N.R.	Wednesday, 29th Nov.	
"EMPEROR OF JAPAN," 6,000...	H. Pybus, R.N.R.	Wednesday, 13th Dec.	
Hongkong to London, 1st Class, \$120. 1st St. Lawrence £60. 1st New York £62.			
Hongkong to London, "Intermediate" 1st Class, \$120.			
Steamer, and 1st Class Rail, 1st Class, \$120.			

THE magnificent Twin-screw "EMPEROR" Steamer has passed through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent.

Hongkong, 20th September, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [10]

## HAMBURG-AMERIKA LINIE.

## STATISTISCHE DIENT.

(Taking Cargo at through Route to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIQUE PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	BALMING DATES.	
SCANDIA * .....	HAVRE, BREMEN AND HAMBURG.	3rd Sept.	Freight and Passengers.
BILEA * .....	(Calling at SPORE, PENANG & COLOMBO.)	4th October.	Freight and Passengers.
SUEVIA .....	HAVRE, ANTWERP AND HAMBURG.	10th October.	Freight.
Knausel .....	(Calling at SPORE, PENANG & COLOMBO.)	18th October.	Freight and Passengers.
SLAVONIA .....	HAVRE, BREMEN AND HAMBURG.	1st Nov.	Freight.
SEGOVIA .....	HAVRE and HAMBURG.	1st Nov.	Freight.
SENEGAMBIA .....	HAVRE and HAMBURG.	15th Nov.	Freight.
C. FERD. LAESZ .....	Jabur. (Calling at SPORE, PENANG & COLOMBO.)	29th Nov.	Freight.
VANDALIA .....	HAVRE and HAMBURG.	about	Freight.
Hause .....	NEW YORK VIA SUEZ.	5th October.	Freight.
* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amidships. Lighted throughout by Electricity.			Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,  
No. 1 CHAMBER BUILDINGS.

Hongkong, 18th September, 1905.

D. NOMA, TATTOOER,  
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. H. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 18th November, 1904.

[10]

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIQUE PORTS;  
ALSO.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS;  
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
and Luggage.

H.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 27th September.
BAVERN	WEDNESDAY, 1st October.
ZIETEN	WEDNESDAY, 8th October.
PRINZESS ALICE	WEDNESDAY, 22nd November.
SACHSEN	WEDNESDAY, 6th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 20th December.
PRINZ HEINRICH	WEDNESDAY, 3rd January.
PRINZ ERNST FRIEDRICH	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
ZIETEN	WEDNESDAY, 14th February.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.6 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favorably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

[76]

## EYES

## RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
10, D'AGUILAR STREET, HONGKONG,  
(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spect

## Intimation.

**WM. POWELL,  
LIMITED.**

"ALEXANDRA  
BUILDINGS"  
*Des Vaux Road.*

FURNISHING  
DEPARTMENT.

We stock everything  
necessary to a  
WELL-FURNISHED  
RESIDENCE.

A Large Variety of  
**BEDSTEADS**  
and  
**BEDDING**.

**SHEETING.**

**COUNTER-  
PANES**  
and  
**BLANKETS.**

**LACE,**  
**MUSLIN**  
and  
**TAPESTRY**  
**CURTAINS.**

**NEW CARPETS**  
and  
**RUGS.**

**BED ROOM,**  
**DINING ROOM**  
and  
**DRAWING**  
**ROOM**  
**SUITES**  
made to order.

Illustrated Catalogues  
for all kinds of

**FURNITURE.**

INSPECTION INVITED.

Wm. POWELL, Ltd.,  
HONGKONG.

Hongkong, 21st September, 1905.

## Notice of Firm.

INTERNATIONAL BANKING  
CORPORATION.

I HAVE this day handed over charge of this  
Branch to Mr. H. PINCKNEY.  
CHARLES R. SCOTT.  
Hongkong, 16th September, 1905. [94]

## Auction.

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS OF THE letting by Public Auction Sale, to be held on MONDAY, the 25th day of September, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND south of Tai Hang Inland Lot No. 162 at Tai Hang Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

Registry No.	Locality	Boundary Measurements.				Annual Rent.	Upset Price.
		N.	E.	S.	W.		
162	Tai Hang Inland Lot No. 162 Tai Hang Village	100	100	87	87	8700	4,350

Hongkong, 16th September, 1905. [935]

## Intimation.

A SPECIAL SALE WILL BE HELD AT THE ITALIAN CONVENT on behalf of the POOR ORPHANS, on the 25th, 26th and 27th instant, Commencing at 2 P.M.

LADIES' AND CHILDREN'S UNDERCLOTHING, DRESSES, AND OTHER EMBROIDERED ARTICLES.

The Prices of every Article are marked in plain figures.

The Superintress hopes to receive and merit a large share of the public patronage, as it has been in the past.

ITALIAN CONVENT,  
28, Caine Road.

Hongkong, 16th September, 1905. [944]

## TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Sulphur Acid, and any other Chemicals.

PRICE \$1.50 per case of 12 bottles (quart) or 6 dos. pints.

## Special Prices for Quantities.

## Sale Agents—

## SIEMSEN &amp; CO.

Hongkong, 16th September, 1905. [937]

## AN APPEAL.

THE SUPERINTRESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superintress will also be most grateful for any PARIS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 16th September, 1905. [946]

## GO TO

WEISMANN'S  
FOR YOUR  
BREAD.

THE ONLY  
EUROPEAN BAKERY  
IN THE COLONY.

Hongkong, 1st September, 1905. [946]

BAY VIEW HOUSE,  
MACAO.

## JUST LANDED:

STATIONERY! STATIONERY!

STATIONERY!

FANCY BOXES OF NOTE PAPERS and ENVELOPES of the latest design.

## AND ALSO

A large variety of Ordinary Papers and Envelopes, now on show.

## PRICE VERY MODERATE.

H. RUTTONJEE,  
No. 5, D'Aguilar Street,  
No. 36 to 38, Elgin Road, Kowloon.

Hongkong, 29th August, 1905. [938]

MONDAY, 25TH SEPTEMBER.

MORNINGS TEAS, BREAKFASTS, TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:

"BAYVIEW," MACAO.

Macao, 7th June, 1905. [947]

## Intimation.

## DECAY OF LONDON AS A SEAPORT.

## THE PASSING OF THE CRIMP.

That London has seen her best days as a seaport is a melancholy truth which is made the more regrettable by the fact that Londoners seem indifferent to the port's decline. A walk through the docks at Liverpool, Bristol, Shields, and Greenock, says the *St. James's Gazette*, gives much comfort to the ailing eye, for not only are dockers and shippers busy, but there are signs on every hand that business men in those places are familiar with up-to-date methods. London's docks and its sailor-town show no signs of either one or the other. The docks have a listless air, and the sailor-quarter is strangely quiet. Most disquieting fact of all is that the crimp—the parasite who has fed upon sailors' generosity and folly in the days when London was a great port—is removing to Liverpool, Antwerp, and Havre. Compared with Park Lane, Liverpool, Sailor-town has the quietude of a decayed cemetery.

The shops in the sailors' quarter of the world's greatest seaport have a richer supply of the gear loved of deep-water sailors—the gay serge suits, pink socks, and square-toed, Derby-tied shoes for himself, and the gaudy bracelets and ear-rings for the girl he loves. One may see a procession of the seamen of the human race rolling along Park Lane—picturesquely dressed Lascars, Malays, Greeks, Russians, Dutch, French, and English, with here and there a negro as black as Newcastle coal. These are men with money to throw away—the men dear to the heart of the crimp.

I remember one crimp who lived in one of the fine old Stepney mansions which were the homes of the London eighteenth century merchants, and after some acquaintance with his history, I must express my surprise that he went down to his grave without a violent death. He was an Irishman named Williams—a man of middling height, with the calm, impassive face of a Chinaman. In the brisk time of London's trade with the East, when sailors drew anything between sixty and one hundred and fifty pounds for a two years' cruise, Williams had his halcyon days. He had the choicest drinks, served by the prettiest girls according to Jack Tar's ideal of beauty, and the cleverest fiddler among the crew. He could have found in any sailor's port of the world. Joe Beef, of Montreal, French Annie, of the same city, the Old Man by the Boca at Buenos Ayres have spread their fame among sailors over the four quarters of the globe, but Williams had a renown peculiarly his own. A man would enter his house an hour or so after being paid off from a two or three years' trip. The next morning he would find himself lying in an alley off Ratcliffe Highway with but his shirt and breeches left him.

More often than not Williams varied the joke in an even more profitable fashion by Shanghaiing the man on a coffin ship which, by reason of its over-insurance, was never meant to return from deep water. These were things apart from the ordinary run of his trade. His real business was to supply crews to miserly shipowners and tyrannical captains who grudged good food and fair wages to their men. Williams supplied all grades, from a mate with a captain's ticket to an "ordinary" who was making his first trip, and so throwing extra work on the A.B.s. The world, the devil, and the flesh had emptied their purses, and they were forced to go to Williams, who gave them meal and meat at exorbitant prices, paid by advance-note. He found them ships, shunned of decent sailors, supplied them with kits, and his bill took at least two-thirds of their wages for the trip. The men were run aboard in a drunken state, so that the ship was in the Channel before they had time to look at the kit for which they had paid such fancy prices. Then the full extent of Williams' humour became visible. In place of the underclothing, socks, boots, and dungarees which make the usual kit, were found two old shirts and the remainder of the bag stuffed with straw. This necessitated a visit to the captain's slop chest, with the result that the sailor would come back with a couple of sovereigns for his long cruise.

In the heat of his anger he would vow "to corpse" the wily crimp when he returned. No more striking proof of the lack of malice in Jack's heart can be given than the fact that, when he did return, if he met the crimp he calmly invited him to have a drink, after a hearty curse at his cunning. The drink often became a spree, which led Jack to the crimp's house to finish the night. Next morning he awoke without a cent, and was forced to stay with Williams until the latter had found him a new ship and a new kit.

Williams regarded himself as a public benefactor. He claimed that he forced men to work who otherwise would have loafed their way through life. "No man likes work," he said philosophically, "sailors least of all. Of all loafers none is so dangerous as the sailor. The loafing sailor ashore usually finds his way to gao. My manner with them may be a bit rough, but it saves them from the Old Bailey."

The first great blow to the crimp in London and elsewhere was the opening of the Sailors' Homes. The one in Wells Street, London, E.C., will celebrate its 7th birthday this year, and during its long history the home has been associated with every distinguished sailor of the British Navy and mercantile marine. Its gallery of portraits is as fine a collection of old salts as one would wish to see. The Wells Street Sailors' Home finds sailors ships, draws their wages for them, if necessary, and pays it into a bank, so that the shark who prey on poor Jack may be escaped, and gives him board and lodgings at very moderate rates.

The other blow that the London crimp received—although the effects were less far-reaching—was the abolition of the comphionship by the Pimlico line. This line is painted on every ship according to the Board of Trade regulations as to her carrying capacity, and no English ship that is overladen can leave a British port.

But the listlessness of our merchants has brought about the decay of London trade. At one time great ships sailed from this city to the East, and returned to be unloaded in a London dock. Few great ships enter or leave a London dock nowadays. They make for Antwerp, instead, where the goods destined for London are unloaded on small lighters. Twenty years ago we had the great trade direct to and from the East, and the lighter trade to Antwerp, which got its Eastern goods in British barges. And English sailors had big pay-days, and the sharks who preyed upon them were many. Once again, no grimmer commentary on the decay of London as a seaport can be given than its desertion by the crimp.

## Consignees.

## "SHIRE" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## FROM LONDON AND STRAITS.

## THE Steamship

## "FLINTSHIRE."

Captain G. C. Condy, having arrived from the above port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 2 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOME & Co.,

Agents.

Hongkong, 18th September, 1905. [943]

PORLAND AND ASIATIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## S.S. "NICOMEDIA,"

## FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

S. SILVERSTONE,  
Acting General Agent.

Hongkong, 18th September, 1905. [943]

## NOTICE TO CONSIGNEES.

## S.S. "WRAY CASTLE,"

## FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant at 1 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 16th September, 1905. [937]

NOTICE TO CONSIGNEES.

## Intimations.

A. S. WATSON & CO.,  
LIMITED.

WATSON'S  
E  
VERY OLD LIQUEUR  
SCOTCH WHISKY.

THIS  
CELEBRATED  
BLEND  
OF  
THE FINEST  
WHISKIES  
IN SCOTLAND  
IS CHARACTERISED BY ITS

FINE FLAVOUR  
AND  
MELLOWNESS  
ATTAINED ONLY BY  
GENUINE  
QUALITY  
AND  
GREAT AGE.  
Per Dozen \$16.50.

A. S. WATSON & Co.,  
LIMITED,

WINE AND SPIRIT MERCHANTS.  
ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.  
Hongkong, 22nd July, 1905.

\$16.00

WILL BUY A CASE

OF

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.,

34. QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

## The Hongkong Telegraph

HONGKONG, THURSDAY, SEPT. 21, 1905.

## LOCAL AND GENERAL:

IN the additions made to the Zoo during July was a leopard from near Hongkong, presented by Mr. J. A. Bullin.

THE French torpedo vessel *Foudre*, which is carrying two new submarines to Indo-China, left Toulon on 16th ult.

SECOND Lieutenants W. Wilberforce and G. G. Yates have been appointed to the Royal West Kent Regiment from Sandhurst.

THE following modification in Native Infantry Reliefs is sanctioned: 110th Mahratta Light Infantry, China to Poona, and Ahmednagar instead of Bhuj.

A TYPHOON passed over Honoi, the capital of Tonquin, on the 31st August. No lives were lost. The damage done ashore and afloat there is set at \$300,000.

THE system of wireless telegraphy with the Andamans is now working so well that recently signals were exchanged between Port Blair and H.M.S. *Proserpine* over 100 miles out at sea.

THE following telegram has been received from H.B.M. Consul, Newchwang, dated 20th September. Free pratique granted to arrivals from Hongkong. Prohibition to import rags, earth, etc. continues.

ADMIRAL Richard, the commander-in-chief of the French Far East fleet, arrived at Saigon on the 3rd August. A few days afterwards he went toAlong Bay, where the *Sully* still lies hard and fast on the rock.

THE *Echo de Paris* prints an article by a foreign diplomat suggesting that in order to put a stop to the designs of other nations on India, England and France should build a south Trans-Asian railway to join Tonquin, Burma, India, and Europe.

A SENSATIONAL shipping case was on at Penang a few days ago. The case turns upon a sum of \$50,000 claimed for goods delivered by one Kader Mydin to Venjor Pakir without a bill of lading. The arrest of the latter—for which a reward of \$500 had been offered—was duly effected. He was bailed out for \$30,000.

THE garrison artillery and infantry drafts for Ceylon, Singapore, and Hongkong will embark on the s.s. *Dunster*, at Southampton, on November 4 next. This will be the through voyage of a transport to the Far East garrisons. The companies of Royal Garrison Artillery at Hongkong and Singapore will remain at their present stations for another year.

THE French Government has just chartered the steamers *Sinai* and *Caobang*, of the Messageries Maritimes, for the transport of troops to Tong-King. The *Sinai* was to sail on Aug. 30 and the *Caobang* on Sept. 3; they are taking out 160 officers and non-commissioned officers 1,000 soldiers of various branches, and 2,000 tons of provisions and war material.

IN the Summary Jurisdiction Court this afternoon, before His Honour Mr. Justice A. G. Wise, Puisne Judge, the Siu Cheong firm sued the Wo Cheong for \$218,43, being balance due for goods sold and delivered. Mr. Otto Kong Sing appeared for plaintiffs, the defendant firm neither appearing nor being represented—indebtedness was proved and judgment given for plaintiffs with costs.

IN a case of assault tried before Mr. G. N. Orme, three defendants, Chinese women, appeared in Court with babies strapped on their backs. His Worship asked if the babies were also charged. Being answered in the negative he remarked that in future if babies were brought into Court on their defendant-mothers backs if the latter were convicted the babies would have to share the sentence!

A STATEMENT is published showing that, in the nine years ending June, 1903, the local authorities in the United Kingdom borrowed one hundred and seventy-seven millions sterling, making a total of indebtedness in two years of four hundred and forty-three millions. During the nine years mentioned the National Debt has increased by one hundred and thirty-one millions, chiefly in consequence of the war in South Africa.

IT is expected that the impending change in the command of the 2nd Battalion Royal West Kent Regiment will give the post of second in command of the 1st Battalion to Major W. R. N. Annesley, D.S.O., of the 1st Battalion at Malta whilst the vacant majority should go to Captain H. L. C. Moody, of the 2nd Battalion. Both these officers have seen active service, the former in the Nile Expedition, 1884-85, and the latter in the Boer War, 1900-02.

IT appears to the outsider as supremely humorous when a judge of all people should determine to have a holiday only to find that he is kept at his desk by work which he himself had inadvertently set down for himself. Yet that was the position of Mr. Justice Wise to-day. This is the beginning of the so-called vacation! and Mr. Justice Wise had solemnly assured everybody that he would not dispose of any cases in the afternoon. The Court reporters sang a *Tu Deum*, and the clerks praised the heavens. This morning there was nothing on the list, but to everybody's amazement it was found that there was a case set down for hearing this afternoon. Mr. Justice Wise had robbed himself of his first half-holiday—so-called—and had to turn up and look as though he enjoyed it.

## LEGISLATIVE COUNCIL.

## THE ESTIMATES.

A meeting of the Legislative Council was held this afternoon. Present:—His Excellency the Governor, Major Sir Matthew Nathan, K.C.M.G., K.C.E., His Excellency Colonel Darling, C.R.E., Hon. Mr. T. Sercombe Smith (Colonial Secretary), Hon. Mr. L. A. M. Johnston (Colonial Treasurer), Hon. Sir H. Spencer Berkeley (Attorney General), Hon. Mr. Basil Taylor (Harbour Master), Hon. Mr. W. Chatburn, (Director of Public Works), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Mr. R. Shewan, Hon. Mr. Gershon Stewart, Hon. Mr. C. W. Dickson, Hon. Mr. Wei Yuk, and Mr. A. G. Fletcher (Clerk of Councils).

## MINUTES.

The minutes of the last meeting were read and confirmed.

## FINANCE.

The Colonial Secretary moved that the report of the Finance Committee (No. 7) be adopted. The Colonial Treasurer seconded.

## Carried.

The Colonial Secretary laid on the table Financial Minutes Nos. 35 to 38 and moved that they be referred to the Finance Committee.

## The Colonial Treasurer seconded.

## THE ESTIMATES.

The Colonial Secretary moved the second reading of the bill entitled an Ordinance to apply a sum not exceeding five million seven hundred and seventeen thousand two hundred and seventy-six dollars to the public service of the year 1906. He said:—Sir, it is usual for the honourable member who is in charge of a Bill to avail himself of the second reading to take the opportunity to say something about the Bill, and to urge its merits, but in view of the very comprehensive explanation of the estimates for 1906, given in the speech from the chair at the meeting a fortnight ago, I think I cannot with advantage make any additional remarks. I will simply content myself with moving the second reading of the bill.

## The Colonial Treasurer seconded.

## MR. SHEWAN'S SPEECH.

Hon. Mr. Shewan: After your Excellency's full explanation of the Estimates there is not much left for me to say, but there are one or two points on which I think we should have more light. The Bill in connection with the Widows' and Orphans' Fund has not yet been laid before us and it does not seem to me to be correct to include this appropriation in the Estimates, for if we vote the Estimates we commit ourselves to the principle of a Bill which has not yet been passed. The money it is proposed to appropriate belongs to the Government servants from whose salaries it has been deducted: It is in the nature of a trust fund, and should be treated accordingly, but it is put down in the Estimates as revenue. I feel sure that no auditor or accountant would pass this except as capital from the interest on which the pensions are derived. How the Government can propose to appropriate this large amount of \$220,000 without even saying by your leave to the men to whom it belongs I cannot understand. I notice too that these pensions will require a clerk, etc., costing \$3,000 per annum, so that at the very outset we are plunged into extra expense. This item is put down as exempt from military contribution, but it is so? Ordinance No. 1 of 1901 exempts only proceeds of land sales and leases, and therefore before this money is dealt with a clear understanding must be come to with the Military on the point. As a detail I would ask that the rate of exchange at which the pensions on page 7 of the Estimates are paid in London should be stated, as at present it is very indefinite. The sum of \$491,645 to be spent by the Sanitary Department is to me enormous. How is it, I think I asked the question this time last year, that at Canton where there is little or no such precautions or expenditure, plague is never worse than it is here where we keep an army of men doing nobody seems to know what. Half the money spent on Water Works it seems to me would be far more to the purpose, and instead of so many Bacteriologists we might have a trained Entomologist from whom we could teach how to trace out and demolish the white ant and other insect pests which cause a huge loss to this Colony every year by their destruction of property. I regret very much the deferment of the No. 2 section of the Tyam Water Works scheme. You said, Sir, that a large outlay if we can afford it would hasten the completion of the project? Then why not afford it? If the outlay cannot be met out of revenue we must have a loan, but do not let us lose a moment in pushing forward, the whole work to completion as soon as possible by every means in our power. I hope that the \$75,000 spent on flushing tanks for the drains will enable us to do away with the present disgusting system of cleaning the sewers by hauling chains through them. While on this subject I would like to protest against the way in which the Flaya and other places are all being disfigured by unsightly urinals, which should be built underground, and should not be erected almost immediately below people's offices and verandahs where they are a nuisance and an offence. The comparative figures for 1881 and 1906 are very interesting, but although we spend a great deal more money now I do not know that Hongkong to-day is as pleasant a place as it was then when we did not have the Sanitary Board spending 11.15 per cent. of our revenue. Nor does it seem to me to be creditable that with a far greater population our expenditure on education should, as you say, have dropped from 3.95 per cent. to 2.73 per cent. It is quite right to economise and cut down expenses, but it should not be done at the cost of education. The new scale of salaries for subordinate officials will, I fear, not do very much good. It is a step in the right direction, of course, for if you want a good man you must pay good wages, but you will never secure efficiency until you give the Heads of Departments full power to dismiss incapable men with or without commutation of

pension, otherwise the good men leave while the indolent and incompetent remain with you only to swell your pay, roll and pension list. I am sorry to see that the Government has done nothing to stop the influx of Chinese coins from the mainland. It is little short of a disgrace that the people of a British Colony should have to use a debased foreign coin which the banks refuse to accept, and which even the rickshaw coolie will only take at a large discount. There is another matter which the Government it wishes to assist the trade of this Colony might look into, and that is, the registration of Chinese partnerships. The present system or want of system only plays into the hands of bank compradores and others who try to make money by guaranteeing obscure or unknown Chinese firms and, much misery and loss might have been prevented this year if merchants and traders had been able to know better with whom they were dealing. I am glad to hear that something is to be done to give better roads to Kowloon, but why does the Government tinker at the matter in this way? Why can it not draw up a fixed and definite scheme of wide roads and broad boulevards for Kowloon and the New Territory, to which all building sites and buildings must conform instead of the present haphazard system of running a street here and a road there just as some one happens to put up a building? It will have to be done all over again just as in London to-day they have a Royal Commission whose report runs into 8 volumes, laying down a scheme of road improvements for London which is estimated to cost about thirty million pounds, nearly all of which with the greater part of it might have been avoided and saved if the Government of that day had adopted the advice and carried out the plans submitted to them by Sir Christopher Wren and John Evelyn.

CARRIED.

The Colonial Secretary laid on the table Financial Minutes Nos. 35 to 38 and moved that they be referred to the Finance Committee. The Colonial Treasurer seconded.

THE ESTIMATES.

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THE COLONIAL TREASURER.

Mr. Gershon Stewart:—After your Excellency's full explanation of the Estimates there is not much left for me to say, but there are one or two points on which I think we should have more light. The Bill in connection with the Widows' and Orphans' Fund has not yet been laid before us and it does not seem to me to be correct to include this appropriation in the Estimates, for if we vote the Estimates we commit ourselves to the principle of a Bill which has not yet been passed. The money it is proposed to appropriate belongs to the Government servants from whose salaries it has been deducted: It is in the nature of a trust fund, and should be treated accordingly, but it is put down in the Estimates as revenue. I feel sure that no auditor or accountant would pass this except as capital from the interest on which the pensions are derived. How the Government can propose to appropriate this large amount of \$220,000 without even saying by your leave to the men to whom it belongs I cannot understand. I notice too that these pensions will require a clerk, etc., costing \$3,000 per annum, so that at the very outset we are plunged into extra expense. This item is put down as exempt from military contribution, but it is so? Ordinance No. 1 of 1901 exempts only proceeds of land sales and leases, and therefore before this money is dealt with a clear understanding must be come to with the Military on the point. As a detail I would ask that the rate of exchange at which the pensions on page 7 of the Estimates are paid in London should be stated, as at present it is very indefinite. The sum of \$491,645 to be spent by the Sanitary Department is to me enormous. How is it, I think I asked the question this time last year, that at Canton where there is little or no such precautions or expenditure, plague is never worse than it is here where we keep an army of men doing nobody seems to know what. Half the money spent on Water Works it seems to me would be far more to the purpose, and instead of so many Bacteriologists we might have a trained Entomologist from whom we could teach how to trace out and demolish the white ant and other insect pests which cause a huge loss to this Colony every year by their destruction of property. I regret very much the deferment of the No. 2 section of the Tyam Water Works scheme. You said, Sir, that a large outlay if we can afford it would hasten the completion of the project? Then why not afford it? If the outlay cannot be met out of revenue we must have a loan, but do not let us lose a moment in pushing forward, the whole work to completion as soon as possible by every means in our power. I hope that the \$75,000 spent on flushing tanks for the drains will enable us to do away with the present disgusting system of cleaning the sewers by hauling chains through them. While on this subject I would like to protest against the way in which the Flaya and other places are all being disfigured by unsightly urinals, which should be built underground, and should not be erected almost immediately below people's offices and verandahs where they are a nuisance and an offence. The comparative figures for 1881 and 1906 are very interesting, but although we spend a great deal more money now I do not know that Hongkong to-day is as pleasant a place as it was then when we did not have the Sanitary Board spending 11.15 per cent. of our revenue. Nor does it seem to me to be creditable that with a far greater population our expenditure on education should, as you say, have dropped from 3.95 per cent. to 2.73 per cent. It is quite right to economise and cut down expenses, but it should not be done at the cost of education. The new scale of salaries for subordinate officials will, I fear, not do very much good. It is a step in the right direction, of course, for if you want a good man you must pay good wages, but you will never secure efficiency until you give the Heads of Departments full power to dismiss incapable men with or without commutation of

the figures in the Estimates and to publicly state that we view the whole project with disfavour.

## REGARDING PUBLIC WORKS.

You will pardon me if I appear exacting as to the demands for public works, but you will remember that for 20 solid years from 1894 onwards all our spare money went towards fighting the plague, and it is only now that we can undertake many useful works, which have been unavoidably held over. An immense increase in the opium revenue coincides with a great improvement in the public health, and we are naturally desirous of utilizing to the full the strong position we are in at the present time, and do everything in our power to make up the leeway we lost in the ten plague years. Firstly, and chiefly, the point in the Government programme which calls for adverse comment is the cessation of work upon the scheme of a reservoir at Tyam Tuk, which will, when complete, solve, as far as it is possible for us to solve, the question of a constant supply of water to the island of Hongkong. This is of such paramount importance to the best interests of the Colony that any delay is to be much deprecated. I trust sincerely that the arrangements for pumping are being developed to prevent as far as possible the wastage of good water running through Tyam valley to the sea. There are three questions which I hope the Director of Public Works will answer when the estimates for his department come to be passed:—

(1) During the last five years how long during each year has the whole Colony had a constant water supply?

(2) What progress has been made with the river main system, and what saving does he estimate will ensue?

(3) What amount of water is estimated to carry on the new system of flushing sewers, and will it be all fresh water? With regard to the last item it is not possible, in some way, to use some of those cataracts which go foaming to the sea in wet weather on the north side of the island, in some degree impounded and harnessed to do the work of flushing drains. After six months dry weather in the Spring it is trying to all of us to see quantities of good bath water and drinking water going gurgling down the sewers.

Those of us who lived through the drought of 1902 and know the annual recurrence of a short supply on the upper levels can only wish with regret any failure to cope with that most irksome infliction. It produces also injustice—I have known parents paying large taxes submit to see their children unashed. I have known a high military officer stand and see his house and all his treasures consumed by fire before his eyes, helpless for want of water, and then when every coolie in the town was enjoying a full constant supply. I think it may fairly be claimed that the attitude of the Executive towards the water supply has been justly open to criticism during the last 15 years. When Tyam was finished they seemed to think that finality had been arrived at and that they could hold their bands and sit down and do nothing. The supply into all the houses in the town soon dissipates that idea and it is therefore with regret that one sees any relaxation towards the much desired end—a full and constant water-supply.

## SANITARY EXPENDITURE.

With a clean plague-sheet, a happy state shared also by the city of Canton which has no Sanitary Board, the amount of \$491,645 put down for sanitary expenses seems enormous. If one protests too loudly the bogey of the Colony's ruin and plague tearing rampant through the streets is shaken before our eyes. It is not an item, therefore, that non-expert people can take a strong stand against. At the same time we may be pardoned for drawing your Excellency's particular attention to this great outlay of public funds and we appeal to you with your acknowledged grasp of detail and capacity for organisation to satisfy yourself that we get full value for our money. It is difficult for any one to feel assured that over 500 men can be fully and constantly employed. Were it not for a reduction of \$10,000 for disinfectants the total amount of this vote would exceed \$500,000 and be greater than 1905. The diminution of \$25,000 in the anticipated revenue from felling trees is very welcome to all of us who love our woodland scenery, and while on the subject of trees, I would like to compliment the Government on their scheme for planting the hills on the north side of the harbour and I hope to see the red-headed hills in Kowloon included in their programme, and perhaps wreathed with laurels. By the increase in trees means that so mud less earth is worked by rainstorms into the harbour and on the principle prevention is always better than cure the more woods you have the less work you will have to do when it comes to dredging the harbour. The approaches to the town from the harbour are, as they have been for a very long time, in a poor condition, and I see no provision for their improvement in the present budget.

## THE GOVERNOR'S OPINION.

The Hon. Mr. Gershon Stewart said:—After the luminous and comprehensive review which we all had the pleasure of listening to from your Excellency on the first reading of the Estimates for 1906, it may, perhaps appear to some

## TELEGRAM.

"HONGKONG TELEGRAPH"  
SERVICE

## CURZON AND EDUCATION.

[From Our Own Correspondent.]

Singapore, 21st September,  
12 noon.

Lord Curzon in his farewell speeches to the Education Department, and to the officers, dwelt on the subject of education as being a most important step towards the gradual spread of self-government throughout the vast Indian Empire.

He described his education reform as the beginning of the Indian renaissance.

## SHIPPING JESAM.

The steamer *Hsin Chang* was launched Aug. 17th at Yoker-on-Clyde, by Messrs. Napier and Miller, for the China Merchants' Steam Navigation Company. Her dimensions are—

Length, 270 ft.; breadth, 40 ft.; and depth, 21 ft. 6 in., with a gross tonnage of about 2,000 tons.

She has been built for the China coast trade, with poop, bridge, and topgallant forecastle. The machinery, which is being supplied by Messrs. Dunsmuir and Jackson, Govan, consists of triple-expansion engines, having two boilers of large size. The hull and machinery have been constructed under the direction of Messrs. G. and J. Wair (Limited), engineers of Glasgow.

The Merchant Service Guild has received the following letter from the Marquis de Soveral, the Portuguese Minister in London, in recognition of the gallant services done by Captain Higgins, a.s. *Clan Mackay*, one of the celebrated Clan Line steamers belonging to Glasgow:—"With reference to my letter of the 24th of May last, I now have the honour by desire of my Government, to forward to you for presentation to Captain C. J. Higgins, captain of the a.s. *Clan Mackay*, the Diploma and Cross of the Order of Christ, which his Majesty the King of Portugal has been pleased to confer upon him, and a gold chronometer presented to him by his Faithful Majesty's Government, in recognition of his most valuable services, rendered on the occasion of the founding of the Portuguese Transport *San Thome*." The *San Thome* was on her way to Macao at the time of the disaster.

**PROTECTION OF WOMEN AND GIRLS.**

The Attorney General moved the second reading of the Bill entitled an Ordinance to amend the New Territories Land Ordinance, 1895.

The Colonial Secretary seconded, and the Council went into Committee on the Bill.

**MERCHANTS' SHIPPING ORDINANCE.**

The Attorney General moved the third reading of the Bill entitled an Ordinance further to amend the Merchant Shipping Ordinance, 1895, and for other purposes.

The Colonial Secretary seconded.

Bill read and passed.

**PROTECTION OF WOMEN AND GIRLS.**

The Attorney General moved the third reading of the Bill entitled an Ordinance further to amend the protection of Women and Girls Ordinance, 1897.

The Colonial Secretary seconded.

Bill passed.

**IMMORAL SOLICITATIONS.**

The Attorney General moved the third reading of the Bill entitled an Ordinance to amend the Summary Offences Ordinance, 1845.

The Colonial Secretary seconded, and the motion was carried.

**MARRIED WOMEN'S MAINTENANCE.**

The Council went into Committee on the Bill entitled An Ordinance relating to the summary jurisdiction of Magistrates in reference to married women.

Upon resuming the Attorney General moved the third reading of the Bill.

The Colonial Secretary seconded, and the bill was read a third time and passed.

**PROPOSED NEW TRAMWAY.**

The reading of the Bill entitled an Ordinance for authorizing the construction of a tramway within the Colony of Hongkong was postponed.

**WIDOWS' AND ORPHANS' PENSION FUND.**

The first reading of a Bill entitled an Ordinance to transfer to the general revenue the moneys standing in the Treasury to the credit of the Widows' and Orphans' Pension Fund to provide for future payment of pensions to the widows and orphans of deceased public officers, and to make the payment of the same a charge upon and payable out of the said general revenue, was not proceeded with.

The Council adjourned.

**FINANCE COMMITTEE.**

A meeting of the Finance Committee was held immediately after the meeting of the Legislative Council, the Colonial Secretary presiding. The following votes were recommended for adoption by the Council:

**THE ESTIMATES.**

During the discussion on the Appropriation bill the Hon. Mr. Shewan moved the deletion of \$3,000 from an item of \$6,771 for the Widows' and Orphans' Pension fund. After discussion the Council divided and the resolution was lost.

**DAMAGE BY TYPHOONS.**

A sum of \$36 in aid of the vote, 22 miscellaneous services, for the following items—Other miscellaneous services \$5,500. Remains of revenue 7,000.

Total \$57,500.

**STANLEY POLICE STATION.**

A sum of \$500 in aid of the vote, public works extraordinary, for the following:—

Miscellaneous Works—Converting 4 room in the Stanley Police Station into a drying room and fitting up a drying oven in the room \$6,50.

Erecting a small machine on the ground in front of the Station \$120.

Total \$5,500.

**PUBLIC HEALTH ORDINANCE.**

A sum of \$500 in aid of the vote, education—Incidental expenses for printing 10 copies of the new educational syllabus, Victoria British School, furniture, and all the buildings \$1,000.

Incidental expenses for printing 10 copies of the new educational syllabus, Victoria British School, furniture, and all the buildings \$1,000.

Incidental expenses for printing 10 copies of the new educational syllabus, Victoria British School, furniture, and all the buildings \$1,000.

In the case of the proximity of the French possessions to the Far East \$1,000.

## TELEGRAMS.

"HONGKONG TELEGRAPH"  
SERVICE

## SELF-GOVERNMENT FOR INDIA.

[From Our Own Correspondent.]

Singapore, 21st September,  
12 noon.

Lord Curzon in his farewell speeches to the Education Department, and to the officers, dwelt on the work on the railway, and the work on the No. 3 section would be completed next year, while work on the No. 2 section would be commenced as soon as possible, and there was no intention on the part of Government to postpone the project to another day. With regard to the water-supply at the Peak, the D.P.W. would do nothing under the questions. He said that the approaches to the Colony were not what they should be, but he was inclined to look upon the work of replacing the matches as less necessary than other works as provided for in the estimates. With regard to the removal of the Clock Tower, he was not certain that there was any real public desire to have it removed. It was stated to be an impediment to traffic, but he was not certain that such was the case. If he was satisfied that there was a real desire to have that old monument removed then he would be quite prepared to take steps to that effect. As to the urinals on the Praha he was not at all certain that they were not in their best places, and where the majority of people were who would use them. Regarding the vote for education, he was considering the subject, and possibly might arrive at some solution; but it had to be borne in mind that they were not educating their own people but a fluctuating population mostly subjects of China. With regard to the prevention of Chinese coinage coming into the Colony, it would be interesting to have a definite statement from the Chamber of Commerce on the matter, and also one relating to the registration of Chinese partnerships. The Hon. Mr. Gershon Stewart quite correctly represented his view as to charity so that it was unnecessary for his Excellency to do further in the matter. As to stopping the invasion of Hongkong by destitute Europeans, a bill was passed lately which, it was hoped, would tend to have the effect that was desired. One point he had omitted to touch upon—that with reference to roads and boulevards in Kowloon and the New Territory. There was a scheme of roads already planned.

Mr. Shewan.—Is it published?

H.E. the Governor.—It may be it is not desirable to publish it. Continuing, His Excellency referred to the price charged for Government land, and said that the general principle with regard to the price was the market value.

The bill was then referred to the Finance Committee.

**NEW TERRITORIES LAND ORDINANCE.**

The Attorney General moved the second reading of the Bill entitled an Ordinance to amend the New Territories Land Ordinance, 1895.

The Colonial Secretary seconded, and the Council went into Committee on the Bill.

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The Colonial Secretary seconded.

Bill passed.

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The Colonial Secretary seconded, and the motion was carried.

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Upon resuming the Attorney General moved the third reading of the Bill.

The Colonial Secretary seconded.

Bill passed.

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**Shipping—Steamers.**

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

**EUROPEAN SERVICE.****OUTWARD.**

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"TYDEUS"	25th September.
GLASGOW and LIVERPOOL	"CHINGWO"	26th
GLASGOW and LIVERPOOL	"KINTUCK"	5th October.

**HOMeward.**

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th September.
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	10th October.
GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	20th
LONDON, AMSTERDAM & ANTWERP	"DIOMEA"	24th

\* Taking cargo for Liverpool at London rates.

**TRANS-PACIFIC SERVICE.**

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

**EASTWARD.**

FROM	STEAMERS	TO SAIL
VICTORIA, VANCOUVER, SEATTLE	"TYDEUS"	1st October.
TACOMA, and all PACIFIC COAST PORTS, w/d NAGASAKI, KOBE and YOKOHAMA	"PING SUEY"	1st November.

**WESTWARD.**

FROM	STEAMER	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEUMUN"	30th October.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 21st September, 1905.

**CHINA NAVIGATION CO., LIMITED.**

FOR	STEAMERS	TO SAIL.
AMOY, MANILA, CIU and ILOILO	"KAIFONG"	23rd September.
VOKOHAMA and KOUE	"CHINGTU"	25th
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, ERISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	25th
MANILA	"TAMING"	26th
SHANGHAI, CHFOO and TIENSIN	"YOOHOW"	26th
"CHIHLI"	26th	"

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

\* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

\* Taking Cargo or through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 21st September, 1905.

**HONGKONG—MANILA.**

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 23rd Sept., at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 30th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 16th September, 1905.

[5]

**HONGKONG—NEW YORK.**

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "ALSTON"..... About 20th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 18th September, 1905.

[11]

BOO CHEONG,

STATIONER AND PAPER MERCHANT,  
No. 50, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note paper, Copying Presses, also Automatic C. style bookbinders Duplicator.

Hongkong, 19th February, 1905.

COAL MERCHANTS AND STEVEDORES,  
48, Des Voeux Road.

SHIPS loaded from alongside at the shortest notice and with all possible despatch.

Prices moderate. Telephone No. 329.

Hongkong, 19th October, 1904.

[6]

**Shipping—Steamers.****HONGKONG-MACAO LINE.**

S.S. "WING CHAI".  
Captain T. AUSTIN, R.M.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 8.30 A.M. and on Sundays at 9.30 P.M., if tide permits.

FARES—Week Days, 1st Class, including Cabin and servant, Single \$3 Return Ticket, \$3, and Class, \$1 and Class, 10 cents.

Every Sunday will be an Excursion, at the following rates—1st and 2nd Class, Single, 30 cents, Return to 2nd Class, 10 cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of 8s.

On Sundays, passengers desiring to have a Private Cabin, which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Hall Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,  
2nd Floor, No. 16, Victoria Street,  
Hongkong, 13th June, 1905.

**STEAM TO CANTON.**

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW"....1,300. T. R. MEAD.

"KWONG TUNG"....1,238. H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Sunday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.

No. 8, Queen's Road West,  
Hongkong, 23rd August, 1905.

DODWELL & CO., LTD.

Agents.

Hongkong, 20th September, 1905.

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**THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**

**STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.**

Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.

**THE Steamship  
"SIMLA,"**

Capt. C. D. Goldsmith, R.N.R., carrying His Ma-  
jesty's Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 23rd Sept.,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. *Himalaya*, 6,88 tons, from Colombo,  
Passenger accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Arabia*,  
due in London on the 4th November.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to  
L. S. LEWIS,  
Acting Superintendent.  
Hongkong, 9th September, 1905.

### To Let.

#### SHOPS TO LET

##### IN QUEEN'S ROAD CENTRAL

**HALF THE PREMISES** at present occu-  
pied by the ROBINSON PIANO CO.,  
possession at an early date; and No. 25, under  
HONGKONG HOTEL.

For Particulars, apply to—  
W. BREWER & CO.  
Hongkong, 12th September, 1905. [621]

#### TO LET.

##### NO. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—  
**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO. LTD.**  
Hongkong, 5th September, 1905. [600]

#### TO LET.

**A** BUILDING at CAUSEWAY BAY, at  
present in occupation of the Steam  
Laundry Co., Ltd.  
No. 1, RIFON TERRACE.  
FLATS in MORETON TERRACE, facing  
Vale Ground.  
OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PLATE).  
GODOWNS: PRAYA EAST.

Apply to—  
**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO. LTD.**  
Hongkong, 19th August, 1905. [609]

#### TO LET.

**N**O. 3, MACDONNELL ROAD.  
Apply to—  
**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO. LTD.**  
Hongkong, 19th July, 1905. [755]

#### TO LET.

**G**ODOWN No. 3, NEW PRAYA, Kennedy  
Town.  
Apply to—  
**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO. LTD.**  
Hongkong, 27th June, 1905. [692]

#### TO LET.

WITH IMMEDIATE POSSESSION,  
**F**OREST LODGE, Caine Road.  
Apply to—  
H. N. MODY.  
Hongkong, 4th May, 1905. [527]

#### TO LET.

**N**o. 15, PRAYA GRANDE, MACAO.  
BEAUTIFULLY situated. Six Fine Large  
Rooms also Bath Rooms and Fine  
Verandah. Spacious Gardens attached.  
Apply to—  
A. A. DA ROZA,  
20, Connaught Road.  
Hongkong, 15th September, 1905. [934]

#### TO LET.

**S**EMI-DETACHED VILLAS, Two, in  
Garden Road, near the Ferry, with Fine  
Bright and Airy Rooms: GAS and ELECTRIC  
BELLS laid on. Commanding fine view of the  
Harbour. Rents very moderate.  
Apply to—  
H. RUTTONEE,  
No. 5, D'Aguilar Street,  
37 and 38, Elgin Road, Kowloon.  
Hongkong, 5th June, 1905. [627]

#### TO LET.

**N**ORTHERN PACIFIC LINE.  
**BOSTON STEAMSHIP COMPANY.**  
**BOSTON TOW-BOAT COMPANY.**  
Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

*Shawmut* ... 9,600 E. V. Roberts 14th Oct.  
*Hyader* ... 3,753 Gen. Wright... 1st Nov.  
*Tramonti* ... 9,600 T. W. Garlick 24th Nov.  
*Lyd* ... 4,417 G. V. Williams 9th Dec.  
*Pleades*\* ... 3,753 F.G. Purtington 29th Dec.

\* Cargo only.  
CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tramonti*  
are fitted with very superior accommodation  
for first, and second-class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents,  
Queen's Buildings.  
Hongkong, 21st September, 1905. [8]

Hongkong, 2nd May, 1904. [54]

## ACHEE & CO.

ESTABLISHED 1859.

### FURNITURE,

#### GENERAL HOUSEHOLD

#### REQUISITES,

#### &c., &c., &c.



Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.  
Hongkong, 1st May, 1905.

### DEPOT

#### FOR

#### EASTMAN'S

#### KODAKS, FILMS,

#### AND

#### ACCESSORIES.

### SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; and alterations given under "Commercial Intelligence" page.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE PRESENT QUOTEING.	CLOSING QUOTEING.
<b>BANKS.</b>				RESERVE.	AT WORKING ACCOUNT.		
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,500,000 \$250,000	\$1,702,728	{ \$1.15 @ exchange = \$1.00 = \$1,866.00 for first half-year 1905	\$1.15
National Bank of China, Limited	99,925	\$7	\$5	\$200,000	\$41,768	\$2 (London 3/6/05 1905)	
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 \$1,235	\$150,404	\$17 for 1903	\$1.7
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$1,193,000 \$362,500 \$371,440	Nil	\$4 for year ended 30.4.1904	\$1.7
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000	Tls. 217,119	Interim of 7/6/1904	\$1.8
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,800,000 \$200,000 \$122,749 \$803,117 \$8,4773	\$2,078,097	\$35 for 1903	\$1.8
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$70,000 \$5,000 \$1,800,000 \$24,000	\$486,264	\$12 and \$3 special dividend for 1903	\$1.75
<b>FIRE INSURANCE.</b>							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$329,047	\$6 dividend, & \$1 bonus for 1903	\$1.8
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000	\$306,372	\$34 for 1903	\$1.8
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000	\$38,832	\$1 for 1904	\$1.7
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	Nil	\$2 for year ended 30.6.1904	\$1.7
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$120,000 \$24,579	\$18,054	\$1 for first half-year 1905	\$1.7
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$1,000,000	\$4,435	12 @ 1/10 = \$0.29; \$1 for 1904	\$1.7
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 43,762	Interim of Tls. 2 for 1905	\$1.7
Do. (Preference)	100,000	Tls. 50	Tls. 50	\$1,000,000	\$58,852	Interim of Tls. 14 for 1905	\$1.7
"Shell" Transport and Trading Company, Limited	1,000,000	\$1	\$1	\$1,000,000	\$1	Interim of 1/- (Coupon No. 5) for 1904	\$1.7
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000	\$309	\$10 for year ending 30.4.1905	\$1.7
Straits Steamship Company, Limited	5,000	\$100	\$100	\$1,000,000	\$21,231	\$10 for 1904	\$1.7
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 4,333	Interim of Tls. 2 for 1905	\$1.7
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000	\$42,812	Interim of \$10 for 1905	\$1.7
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000	\$85,987	\$5 for 1907	\$1.7
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 1,035	\$1 for year ending 30.6.1904	\$1.7
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$1,000,000	\$7,820	Interim of 1/- (No. 4)	
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	\$1,000,000	G \$672,093	Interim of 50 cents (gold) for 1905 (No. 5)	
Raub Australian Gold Mining Company, Limited	150,000	\$1	\$1	\$1,000,000	Dr. \$6,745	No. 12 of 1/- = 48 cents	
<b>Docks, Wharves &amp; Godowns.</b>							
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	\$1,000,000	Tls. 94,924	Final of Tls. 8 making Tls. 13 for 1904/5	\$1.7
Fenwick (Geo.) & Co., Limited	6,000	\$25	\$25	\$70,000	\$8,577	\$3.75 for 1904 on old capital	\$1.7
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$1,000,000	\$39,422	First year	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000	\$501,332	Interim of \$2 for 1905	\$1.7
New Amoy Dock Company, Limited	6,000	\$63	\$63	\$1,000,000	\$489	\$6 for first half-year 1904	\$1.7
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 10,711	\$1 for 1903	\$1.7
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,000,000	\$206,645	Interim of Tls. 6 for 1905	\$1.7
Yangtze Wharf and Godown Company, Limited	3,500	Tls. 100	Tls. 100				